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I CLAIM:

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1. A snow and ice melting device (10) which is transportable on a roadway and a railroad track (20), the snow and ice melting device (10) comprising:

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A) a road transport vehicle (12) having a road transport vehicle housing (12H) mounted on a road transport vehicle chassis (12I), the road transport vehicle (12) comprises:

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I) a road transport vehicle power means (12A) having road transport vehicle fuel (12G) attached thereto, the road transport vehicle power means (12A) is mechanically coupled to a road transport vehicle transmission (12B) which is mechanically coupled to a road transport vehicle drive shaft (12C) which is mechanically coupled to a road transport vehicle axial gear box (12D) which is mechanically coupled to at least one road transport vehicle left front road wheel selected from group consisting of road transport vehicle left front road wheel (12LF), road transport vehicle right front road wheel (12RF), road transport vehicle left rear road wheel (12LR), and road transport vehicle right rear road wheel (12RR), and

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1 ii) a road transport vehicle railroad track converter (12E) is
hydraulically coupled to a road transport vehicle hydraulic power
means (12F) which is hydraulically coupled to a railroad track
transport vehicle hydraulic means (14A);

6 B) a railroad track transport vehicle (14) integrally mounted on the road
transport vehicle chassis (12I), the railroad track transport vehicle (14)
comprises:

11 I) a railroad track transport vehicle hydraulic means up-down converter
(14AA) which is hydraulically coupled to the railroad track transport
vehicle hydraulic means (14A); the railroad track transport vehicle
hydraulic means up-down converter (14AA) is hydraulically
connected to a railroad track transport vehicle left front wheel
hydraulic piston (14LFC), a railroad track transport vehicle right
front wheel hydraulic piston (14RFC), a railroad track transport
vehicle left rear wheel hydraulic piston (14LRC), and a railroad track
16 transport vehicle right rear wheel hydraulic piston (14RRC), the
railroad track transport vehicle left front wheel hydraulic piston
(14LFC) is securely attached to a railroad track transport vehicle left

1 front wheel hydraulic piston plate (14LFCA), the railroad track
transport vehicle right front wheel hydraulic piston (14RFC) is
securely attached to a railroad track transport vehicle right front
wheel hydraulic piston plate (14RFCA), the railroad track transport
vehicle left rear wheel hydraulic piston (14LRC) is securely attached
6 to a railroad track transport vehicle left rear wheel hydraulic piston
plate (14LRCA), the railroad track transport vehicle right rear wheel
hydraulic piston (14RRC) is securely attached to a railroad track
transport vehicle right rear wheel hydraulic piston plate (14RRCA),
and

11 ii) a railroad track transport vehicle hydraulic means forward-reverse
converter (14AB) which is hydraulically coupled to the railroad track
transport vehicle hydraulic means (14A), the railroad track transport
vehicle hydraulic means forward-reverse converter (14AB) is
hydraulically coupled to at least one railroad track transport vehicle
16 wheel power means which is selected from a group consisting of
railroad track transport vehicle left front wheel power means
(14LFB) mechanically coupled to a railroad track transport vehicle
left front wheel (14LF), railroad track transport vehicle right front

1 wheel power means (14RFB) mechanically coupled to a railroad
track transport vehicle right front wheel (14RF), railroad track
transport vehicle left rear wheel power means ~~(14LRB)~~ mechanically
coupled to a railroad track transport vehicle left rear wheel (14LR),
and railroad track transport vehicle right rear wheel power means
6 (14RRB) mechanically coupled to a railroad track transport vehicle
right rear wheel (14RR), the railroad track transport vehicle left front
wheel (14LF) is rotatably mounted via a railroad track transport
vehicle left front wheel ~~axle~~ ^{axle} (14LFD) on a railroad track transport
vehicle left front wheel stanchion (14LFA) which is pivotally
11 mounted via a railroad track transport vehicle left front wheel
stanchion pivot means (14LEAD) on the road transport vehicle
chassis (12I), the railroad track transport vehicle right front wheel
(14RF) is rotatably mounted via a railroad track transport vehicle
right front wheel ~~axle~~ ^{axle} (14RFD) on a railroad track transport vehicle
16 right front wheel stanchion (14RFA) which is pivotally mounted via
a railroad track transport vehicle right front wheel stanchion pivot
means (14RFAD) on the road transport vehicle chassis (12I), the
railroad track transport vehicle left rear wheel (14LR) is rotatably
mounted via a railroad track transport vehicle left rear wheel ~~axle~~ ^{axle}

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(14LRE) on a railroad track transport vehicle left rear wheel stanchion (14LRA) which is pivotally mounted on the road transport vehicle chassis (12I), the railroad track transport vehicle right rear wheel (14RR) is rotatably mounted via a railroad track transport vehicle right rear wheel ^{axle} ~~axle~~ (14RRE) on a railroad track transport

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vehicle right rear wheel stanchion (14RRA) which is pivotally mounted on the road transport vehicle chassis (12I); and

C) a melter (16) movably mounted on the railroad track transport vehicle (14), the melter (16) comprises:

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I) a melter housing (16A) within which a melter heat generating means (16B) having a melter heat generating means air intake (16BA) is securely positioned therein.

1 2. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle hydraulic means (14A) is hydraulically coupled to a
railroad track transport vehicle hydraulic means clockwise-counter clockwise
converter (14AB) is hydraulically coupled to a melter rotator (16C) mounted on the
road transport vehicle chassis (12I).

6 3. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle hydraulic means (14A) is hydraulically coupled to a
melter lift (16E) which is mounted on the road transport vehicle chassis (12I).

 4. The snow and ice melting device (10) as described in claim 3, wherein the
melter lift (16E) is mounted on the melter rotator (16C).

11 5. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle left front wheel stanchion (14LFA) consists of a
railroad track transport vehicle left front wheel outer stanchion (14LFAA) securely
fastened to a railroad track transport vehicle left front wheel inner stanchion
a ~~(14LFAB)~~ by a railroad track transport vehicle left front wheel inner-outer stanchion
16 connecting plate (14LFAC).

1 6. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle right front wheel stanchion (14RFA) consists of a
railroad track transport vehicle right front wheel outer stanchion (14RFAA) securely
fastened to a railroad track transport vehicle right front wheel inner stanchion
a ~~(14RFAB)~~ by a railroad track transport vehicle right front wheel inner-outer stanchion
6 connecting plate ~~(14RFAC)~~.

7. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle left rear wheel stanchion (14LRA) consists of a
railroad track transport vehicle left rear wheel outer stanchion (14LRAA) securely
fastened to a railroad track transport vehicle left rear wheel inner stanchion
11 ~~(14LRAB)~~ by a railroad track transport vehicle left rear wheel inner-outer stanchion
connecting plate (14LRAC).

8. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle left rear wheel stanchion (14LRA) is connected to the
road transport vehicle chassis (12I) by a railroad track transport vehicle left rear wheel
16 stanchion pivot means (14LRAE).

1 9. The snow and ice melting device (10) as described in claim 8, wherein the
railroad track transport vehicle left rear wheel stanchion pivot means (14LRAE)
consists of a railroad track transport vehicle left rear wheel stanchion connector lower
pivot means (14LRDB) pivotally connected to a railroad track transport vehicle left
rear wheel stanchion connector upper pivot means (14LRDA) which is securely
6 mounted on the road transport vehicle chassis (12I).

10. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle left rear wheel (14LR) is contained within a railroad
track transport vehicle left rear wheel housing (14LRB).

11 11. The snow and ice melting device (10) as described in claim 10, wherein the
railroad track transport vehicle left rear wheel housing (14LRB) is securely fastened
within the railroad track transport vehicle left rear wheel stanchion (14LRA).

16 12. The snow and ice melting device (10) as described in claim 11, wherein the
railroad track transport vehicle left rear wheel housing (14LRB) consists of a railroad
track transport vehicle left rear wheel outer housing (14LRBA) securely fastened to
a railroad track transport vehicle left rear wheel inner housing (14LRBB) by a railroad
track transport vehicle left rear wheel outer-inner housing connecting plate
a ~~(14LRBC).~~

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1 13. The snow and ice melting device (10) as described in claim 12, wherein the railroad track transport vehicle left rear wheel outer-inner housing connecting plate ~~(14LRBC)~~ has a railroad track transport vehicle left rear wheel outer-inner housing connecting plate bracket ~~(14LRBCA)~~ mounted thereon.

6 14. The snow and ice melting device (10) as described in claim 1, wherein the railroad track transport vehicle right rear wheel stanchion (14RRA) consists of a railroad track transport vehicle right rear wheel outer stanchion (14RRAA) securely fastened to a railroad track transport vehicle right rear wheel inner stanchion (14RRAB) by a railroad track transport vehicle right rear wheel inner-outer stanchion connecting plate ~~(14RRAC)~~.

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11 15. The snow and ice melting device (10) as described in claim 14, wherein the railroad track transport vehicle right rear wheel stanchion pivot means (14RRAE) consists of a railroad track transport vehicle right rear wheel stanchion connector lower pivot means (14RRDB) pivotally connected to a railroad track transport vehicle right rear wheel stanchion connector upper pivot means (14RRDA) which is securely
16 mounted on the road transport vehicle chassis (12I).

1 16. The snow and ice melting device (10) as described in claim 1, wherein the
railroad track transport vehicle right rear wheel (14RR) is contained within a railroad
track transport vehicle right rear wheel housing (14RRB).

6 17. The snow and ice melting device (10) as described in claim 16, wherein the
railroad track transport vehicle right rear wheel housing (14RRB) is securely fastened
within the railroad track transport vehicle right rear wheel stanchion (14RRA).

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11 18. The snow and ice melting device (10) as described in claim 17, wherein the
railroad track transport vehicle right rear wheel housing (14RRB) consists of a
railroad track transport vehicle right rear wheel outer housing (14RRBA) securely
fastened to a railroad track transport vehicle right rear wheel inner housing (14RRBB)
by a railroad track transport vehicle right rear wheel outer-inner housing connecting
plate (14RRBC).

16 19. The snow and ice melting device (10) as described in claim 18, wherein the
railroad track transport vehicle right rear wheel outer-inner housing connecting plate
(14RRBC) has a railroad track transport vehicle right rear wheel outer-inner housing
connecting plate bracket (14RRBCA) mounted thereon.

1 20. The snow and ice melting device (10) as described in claim 1, wherein the
melter housing (16A) has a melter housing shroud (16AA) attached thereto by at least
one melter housing shroud fastener (16AAB).

 21. The snow and ice melting device (10) as described in claim 20, wherein the
melter housing shroud (16AA) has at least one melter housing shroud handle
6 (16AAA) attached thereto.

 22. The snow and ice melting device (10) as described in claim 21, wherein the
melter housing shroud (16AA) has at least one melter housing shroud port (16AAC)
functioning to allow access to the melter heat generating means (16B).

 23. The snow and ice melting device (10) as described in claim 1, wherein the
11 melter (16) has a melter operator housing (16D) attached thereto.

 24. The snow and ice melting device (10) as described in claim 23, wherein the
melter operator housing (16D) has at least one melter operator housing window
(16DA).

1 25. The snow and ice melting device (10) as described in claim 24, wherein the
melter operator housing (16D) has at least one melter operator housing safety rail
(16DB).

26. The snow and ice melting device (10) as described in claim 1, wherein the
melter has a nozzle (18) connected thereto.

6 27. The snow and ice melting device (10) as described in claim 26, wherein the
nozzle (18) has a nozzle diffuser (18A).

26. The snow and ice melting device (10) as described in claim 26, wherein the
nozzle (18) is connected to the melter (16) by a connecting bracket means consisting
of a nozzle front connecting bracket (18BA) which is securely attached to the nozzle
11 (18) and a nozzle rear connecting bracket (18BB) which is securely fastened to the
melter (16), the nozzle front connecting bracket (18BA) is securely fastened to the
nozzle rear connecting bracket (18BB) by a plurality of nozzle connecting bracket fins
(18BC).